3. The person whose bid is accepted by the Deputy Commissioner will be required to deposit at once, in cash, one-fourth of the amount of the bid, plus local cess thereon, at one anna in the rupee, and on the confirmation of the same by Government, to pay the remaining amount with local cess in nine equal monthly instalments to the Davangere Taluk Treasury on the 10th of every month commencing from the 10th August 1912, the deposit being appropriated for the 10th, 11th and 12th instalments. He shall furnish two sureties holding property in Mysore, for the regular payment of the monthly instalments and execute the requisite agreement on stamp paper within three days from the date of intimation of confirmation of the sale. Failure to conform to these conditions shall render the deposit liable to forfeiture and contract liable to resale at the risk of the purchaser, and any loss that may accrue to Government will be summarily recovered by the distraint and sale of his or of the surety's property.

4. Any instalment that may not be paid on or before the prescribed date shall be charged with interest at the rate of 6 per cent per annum.

5. The contractor shall be required to pay local cess at the rate of one anna in the rupee on the amount of his contract.

6. The arrears due by the contractor or his sureties shall be recovered under the rules in force for the recovery of the arrears of land revenue.

7. The contractor will be required to bind himself to have an account kept showing the daily collections, and it shall be open to inspection by the Deputy Commissioner or others deputed by him.

8. The contractor will further be bound to levy no tolls other than those enumerated in the schedule annexed, and to conform to the rates therein laid down on pain of being prosecuted for criminal offence and forfeiture of his contract.

9. The contractor shall levy no tolls for passage of troops or Military Stores or equipages or of Police and other officers on duty or any property *bona fide* belonging to Government as established by the production of a certificate from the Head of the Department to which it belongs.

10. A table of tolls authorized to be levied shall be legibly written in English and Kanarese and put up by the contractor in a conspicuous place near the toll-gate.

11. The contractor shall not collect tolls at any place other than that fixed by Government, *viz.*, at the toll-gate.

12. Further particulars, if any required, can be obtained on application to the Deputy Commissioner, Chitaldrug District.

Schedule of rates of toll authorized to be levied on the Harihar Bridge:—

		Rs.	a.	p.
(1)	On every four-wheeled carriage, laden or unladen ...	0	8	0
(2)	Do elephant do ...	1	0	0
(3)	Do two-wheeled carriage or bullock coach, laden or unladen	0	4	0*
(4)	Do camel, laden or ridden, unladen or led ...	0	8	0
(5)	Horse or pony, laden or ridden, unladen or led ...	0	1	0
(6)	Bullock or buffalo, unladen or led	0	0	3
(7)	Do do or ridden	0	0	6
(8)	Ass, laden or unladen	0	0	6
(9)	Cows, she-buffaloes	0	0	3
(10)	Sheep, goats	0	0	1

* NOTE :—A recommendation has been made to Government to reduce the rates on unladen wheeled carriages to two annas; and if this is sanctioned, it will be announced at the time of auction.

K. CHANDY,
Deputy Commissioner.

WATER-SUPPLY AND STORES DIVISION.

Dated 4th May 1912.

Notice is hereby given that sealed tenders will be received at the office of the Executive Engineer, Water Supply and Stores Division, up to 20th May 1912, for the supply of 4,500 tons of jungle fuel to Bethamangala Pumping Station. An approximate estimate of quantities is given below. These quantities are not guaranteed. The work should be completed by the end of June 1913.

2. Tenders should be submitted on printed forms which may be obtained from the Executive Engineer. The tenders should be accompanied by a statement in the form given below, showing the rates at which the different items specified will be executed.

Description of work	Unit of work	Rate per Unit
Supply of fuel	Ton	

3. Each tender must be accompanied by a deposit of Rs. 500 in cash or Government Promissory Notes, as earnest money, and be superscribed "Tender for supply of jungle fuel to Bethamangala Pumping Station," in default of which, tenders will be rejected.

4. The final acceptance of any tender will rest with the Chief Engineer, who does not bind himself to accept the lowest or any tender or to assign any reason whatever for the rejection of any tender.

5. Within eight days of the acceptance of the tender, the successful competitor will be required to execute the usual contract bond; in default of which, his tender will be considered cancelled, and his earnest money will be forfeited.

6. The name of the successful competitor, whose tender has been accepted, will be posted on the notice board in the Executive Engineer's office in due course. No enquiries regarding the acceptance or rejection of a tender will receive any reply.

7. On acceptance of one of the tenders, the earnest money on rejected tenders will be returned.

8. The contractor whose tender is accepted should begin the collection on 1st July 1912 or within fifteen days from date of intimation of acceptance of his tender from this office, if no intimation can be given by 15th June 1912.

9. By the end of the first month of collection at least 300 tons of fuel must be supplied.

10. The monthly collection for the remaining period should not be less than 400 tons per month. Subject to the maximum limit of 4,500 tons in all.

11. Specifications of jungle fuel is herewith attached.

SPECIFICATION.

The wood to be jungle fuel.

The maximum and minimum dimensions which will be accepted are given below:—

Length.		*Thickness.*	
Maximum	Minimum	Maximum	Minimum
24″	18″	7″	3″

The billets are to be sawn and not chopped. Billets of over 7 inches in diameter to be split.

The wood to be stacked by the contractor in the portion approved of by the Executive Engineer or his representative.

Stacks must be of rectangular shape, the sides being vertical and straight and the top level. The wood must be laid evenly straight and close, the pieces composing the walls must be laid at right angles to the direction of such walls, having first been sawn to an uniform length as above.

The interior of the stacks must be packed as closely as possible, the pieces being regularly laid with their lengths all in the one direction which leave no vacant space.

The stacks to be built of such dimensions that the cubical contents of each is a multiple of 75 cubic feet.

$$15' \times 10' \times 5' = 750 \text{ cubic feet} = 10 \text{ tons.}$$

Seventy-five cubic feet of closely packed wood will be accepted as equivalent to a ton.

The Executive Engineer or his representatives will inspect the wood as it is being stacked and shall have power to reject any pieces that are hollow, rotten or otherwise unsuitable for fuel for boilers; he will also satisfy himself that the pieces are in accordance with the dimensions specified above and that the stacks are built as required. He shall have power to reject any stacks that do not in all respects comply with the terms of the specification.

The wood must be at the risk of the contractor, until it is stacked, measured and accepted by the Executive Engineer or his representatives.

When stacks are taken over, the contractor or his representative must be present during the measurement and must sign the record of measurement in token of his agreement to the correctness thereof.

Soft wood unsuitable for steaming purposes will not be accepted.

Jali, thopyala, devadari, hunse, chigari, heddarne, gorve and other equally hard wood than those specified above and which the contractor would like to supply, may be supplied after he has got the previous sanction of the Executive Engineer or his representatives. A cart-load of the proposed fuel to be brought in first when the same will be tested, and if suitable, the contractor will be given permission in writing to such wood also in addition to the list of wood already approved of.

Notice is hereby given that sealed tenders will be received at the office of the Executive Engineer, Water Supply and Stores Division, up to 25th May 1912, for supply of 3,000 tons of fuel of which 2,000 tons casuarina and 1,000 tons jungle. An approximate estimate of quantities is given below. These quantities are not guaranteed. The work should be completed by the end of 20th June 1913.

2. (*a*) The contractor will have to supply fuel either by weighment system or by volume whichever method is approved by the Chief Engineer.

(*b*) Separate tenders should be sent specifying the rates for supply by both systems.

3. Tenders should be submitted on printed forms which may be obtained from the Executive Engineer. The tenders should be accompanied by a statement in the form given below, showing the rates at which the different items specified will be executed :—

Description of work	Unit of work	Rate per unit
Supply of fuel	Ton	

4. Each tender must be accompanied by a deposit of Rs. 500 in cash or Government Promissory Notes, as earnest money, and be superscribed "Tender for supply of 3,000 tons of fuel of which 2,000 tons casuarina and 1,000 tons jungle," in default of which, tenders will be rejected.

5. The final acceptance of any tender will rest with the Chief Engineer, who does not bind himself to accept the lowest or any tender or to assign any reason whatever for the rejection of any tender.

6. Within eight days of the acceptance of the tender, the successful competitor will be required to execute the usual contract bond; in default of which, his tender will be considered cancelled, and his earnest money will be forfeited.

7. The name of the successful competitor, whose tender has been accepted, will be posted on the notice board in the Executive Engineer's office in due course. No enquiries regarding the acceptance or rejection of a tender will receive any reply.

8. On acceptance of one of the tenders, the earnest money on rejected tenders will be returned.

9. The contractor whose tender is accepted should begin the supply of fuel within the pumping station fuel yard on 1st July 1912 or fifteen days after receipt of intimation from this office if the same is not received by the 15th June 1912.

10. By the end of the 1st month at least 300 tons of casuarina and 100 tons of jungle fuel must be supplied.

11. The monthly supply of the remaining period should not be less than 300 tons of casuarina and 100 tons of jungle per month subject to the maximum limit of 3,000 tons in all.

Specifications of the two kinds of fuel are herewith attached.

SPECIFICATION.

The wood to be jungle fuel.

The maximum and minimum dimensions which will be accepted are given below :—

Length.		*Thickness.*	
Maximum	Minimum	Maximum	Minimum
24"	18"	7"	3"

The billets are to be sawn and not chopped. Billets of over 7 inches in diameter to be split.

The wood to be stacked by the contractor in the portion approved of by the Executive Engineer or his representative.

Stacks must be of rectangular shape, the sides being vertical and straight and the top level. The wood must be laid evenly straight and close, the pieces composing the walls must be laid at right angles to the direction of such walls, having first been sawn to an uniform length as above.

The interior of the stacks must be packed as closely as possible, the pieces being regularly laid with their lengths all in the one direction which leave no vacant space.

The stacks to be built of such dimensions that the cubical contents of each is a multiple of 75 cubic feet.

$$15' \times 10' \times 5' = 750 \text{ cubic feet} = 10 \text{ tons.}$$

Seventy-five cubic feet of closely packed wood will be accepted as equivalent to a ton.

The Executive Engineer or his representatives will inspect the wood as it is being stacked and shall have power to reject any pieces that are hollow, rotten or otherwise unsuitable for fuel for boilers; he will also satisfy himself that the pieces are in accordance with the dimensions specified above and that the stacks are built as required. He shall have power to reject any stacks that do not in all respects comply with the terms of the specification.

The wood must be at the risk of the contractor until it is stacked, measured and accept ed by the Executive Engineer or his representatives.

When stacks are taken over, the contractor or his representative must be present during the measurement and must sign the record of measurement in token of his agreement to the correctness thereof.

Soft wood unsuitable for steaming purposes will not be accepted.

Jali, thopyala, devadari, hunse, chigari, heddarne, gorve, and other equally hard wood than those specified above and which the contractor would like to supply, may be supplied after he has got the previous sanction of the Executive Engineer or his representatives. A cart-load of the proposed fuel to be brought in first when the same will be tested and if suitable the contractor will be given permission in writing to such wood also in addition to the list of wood already approved of.

SPECIFICATION FOR CASUARINA FUEL.

1. The wood to be solely casuarina and to be in straight lengths. The maximum and minimum dimensions which will be accepted are given below :—

	Length.		*Thickness.*	
	Maximum	Minimum	Maximum	Minimum
Runnnig wood	... 24″	18″	8″	3″

The billets are to be sawn to lengths, not chopped.

The wood to be stacked by the contractor in the portion approved by the Executive Engineer or his representatives.

Stacks must be of rectangular shape, the sides being vertical and straight and the tops level; the wood must be laid evenly straight and close; the pieces composing the walls must be laid at right angle to the direction of such walls, having first been sawn to an uniform length as above; the interior of the stacks must be packed as closely as possible, the pieces being regularly laid with their lengths all in the one direction which leave no vacant space.

The stacks to be built of such dimensions that the cubical measurements of each is a multiple of 68 cubic feet.

17 feet by 8 feet by 5 feet = 680 cubic feet = 10 tons.

Sixty-eight feet of closely stacked wood will be accepted as equivalent to one ton.

The Executive Engineer or his representatives will inspect the wood as it is being stacked and shall have power to reject any pieces that are hollow, rotten, crooked or otherwise unsuitable for fuel for engines; he will also satisfy himself that the pieces are in accordance with the dimensions specified above and that the stacks are built as required; he shall also have power to reject any stacks which do not in all respects comply with the terms of this specification.

The wood must be at the risk of the contractor until it is stacked, approved, measured and accepted by the Executive Engineer or his representatives.

When stacks are taken over, the contractor or his representative must be present during the measurement and must sign the record of measurement made by the Executive Engineer or his representatives in token of his agreement to the correctness thereof.

SPECIFICATION FOR SUPPLY OF FUEL BY WEIGHT.

1. Fuel will be brought by the contractor to the Government fuel yard in dried condition.

2. The contractor at his own cost shall weigh and deliver to the Superintendent daily the quantity indented for by him.

3. The contractor should load the trollies at his own expense and when he has done so should intimate the same to the Superintendent. The Superintendent will get his staff to push the trollies to the weigh bridge and have them weighed in the presence of the contractor or his authorized agent. He will then give a receipt for the quantity of fuel taken over on each occasion.

4. The fuel not weighed and delivered to the Superintendent will remain in the yard at the contractor's own risk.

5. The contractor will keep an agent at the pumping station to comply with the daily indents of the Superintendent without delay.

6. The weighment will be made only between 8 and 10 A.M. in the mornings and between 3 and 5 P.M. in the evenings.

7. The contractor should always maintain at the fuel yard a reserve stock of at least (360) three hundred and sixty tons.

K. SRINIVASA AIYANGAR,
Executive Engineer.

TUMKUR DIVISION.

Notice dated 30th April 1912.

The third class travellers' bungalow at Kallambella, Sira Taluk, is under repairs. The bungalow is not therefore available for the public till the 15th May 1912.

K. PONNAPPA,
Executive Engineer.

OFFICE OF THE MILITARY SECRETARY TO HIS HIGHNESS THE MAHARAJA OF MYSORE.

RULES FOR THE HIRE OF GOVERNMENT CARRIAGES.

1. Hire of all carriages is restricted to officers of the Mysore Government, and that of victorias, to officers drawing salaries of Rs. 1,000 or over.

2. Applications on tickets, which can be obtained at the carriage office, new lines, will be dealt with in order of receipt and should therefore usually be a few hours in advance of requirements.

3. The use of Government vehicles is a concession and cannot be claimed as a right.

4. Government will not be responsible for any accident whatever arising from the use of these carriages.

5. Daks outside a five-mile radius from the Residency in Bangalore or Palace in Mysore (which is the limit to which carriages may be taken) will not be furnished except under special permission obtained through the Military Secretary.

Such applications should therefore reach that officer four days before the dak is required.

6. The following are the rates :—

Victorias	1-8-0	if taken between	6 and 9 A.M., 1st period.
	1-8-0	do	9 and 12 noon, 2nd period.
	1-8-0	do	12 and 3 P.M., 3rd period.
	1-8-0	do	3 and 6 P.M., 4th period.
	1-8-0	do	6 and 9 P.M., 5th period.
	1-8-0	do	9 and 12 midnight, 6th period.

Tongas. 0-12-0 for similar times.

Arrangements can be made for the hire of a victoria at Rs. 75 per calendar month and tonga at Rs. 50.

Broken periods to count as full month.

7. Each driver will be furnished with a book showing the hours for which he is hired and by whom, the driver has instructions not to start until the hour of his arrival at the residence of the applicant has been entered and signed for in this book.

8. Hirers must dismiss the vehicle on completion of the time for which they have hired and arrange for an interval of one hour if hired for two periods consecutively.

9. If a driver is reported to have arrived late at the hirer's house, he will be dealt with regimentally, and if considered necessary by the Military Secretary, a proportionate refund will be given; but it must be understood that no tonga is to be detained over the time of hire on any pretext, on pain of dismissal of the driver and of orders issuing to prohibit any further hiring to the offending official.

10. Applications for ordinary hire will be addressed to the Superintendent to Government Carriages, Old Sowar Lines, Bangalore City.

For subsidiary rules see back of ticket issued under para 2, a copy of which is attached for information.

R. G. JONES, LT.-COL., I.A.,
Military Secretary to His Highness the Maharaja of Mysore.